

ITEM FOR PUBLIC WORKS SUBCOMMITTEE OF FINANCE COMMITTEE

HEAD 711 – HOUSING

Transport – Interchanges/bus termini

83TI – Public Transport Interchange at Pak Wan Street, Sham Shui Po

Members are invited to recommend to the Finance Committee the upgrading of **83TI** to Category A at an estimated cost of \$108.2 million in money-of-the-day prices.

PROBLEM

We need to provide a public transport interchange (PTI) and associated works to support the public housing development at Pak Tin Estate, Sham Shui Po.

PROPOSAL

2. The Director of Highways, with the support of the Secretary for Transport and Housing, proposes to upgrade **83TI** to Category (Cat) A at an estimated cost of \$108.2 million in money-of-the-day (MOD) prices for the construction of a PTI and associated works.

PROJECT SCOPE AND NATURE

3. The proposed scope of works under the project includes –
- (a) construction of a covered PTI with six bays for franchised buses and green minibuses; and
 - (b) associated works for the PTI including drainage, public lighting facilities, fire services, ventilation, electrical and mechanical (E&M) systems and environmental mitigation measures.

———— A site plan and an artist's impression drawing of the proposed PTI are at Enclosures 1 and 2 respectively.

4. Subject to the funding approval of the Finance Committee, we plan to commence the construction works in late 2016 for completion in late 2019 to tie in with the completion of the housing development.

JUSTIFICATION

5. A portion of Pak Tin Estate is being re-developed by the Hong Kong Housing Authority (HA) to meet the increasing demand for public housing. We need to vacate the existing open-air PTI at Pak Wan Street, Pak Tin Estate to provide land for the construction of two public housing domestic blocks, which will provide about 1 100 flats for a population of about 3 370 as part of the public housing development programme.

6. We propose the construction of a new PTI at the southern section of Pak Wan Street to provide continual public transport services¹. The passenger drop-off and pick-up facilities and bus stacking area will be peripherally and centrally located at the PTI respectively. This arrangement will enhance the operation efficiency and passengers' safety. To optimise land use², the proposed PTI will be built underneath four domestic blocks providing about 2 000 flats for a population of about 6 120.

7. As an integral part of the composite development, the construction works of the PTI have to be implemented in conjunction with the public housing development. To allow better coordination of the PTI project and the public housing development to ensure timely completion of the PTI and associated works for public use, we propose entrusting the design and construction of the proposed works to HA. Upon completion of the construction, the PTI will be handed over to relevant government departments for management and maintenance.

/ **FINANCIAL**

¹ Prior to the commissioning of the new PTI, temporary public transportation facilities including laybys for franchised buses and green minibuses will be provided along Pak Wan Street to maintain the current services.

² On 13 December 2013, the Town Planning Board (TPB) approved the minor relaxation of building height restrictions from 100mPD to 122mPD and 120mPD to 130mPD for the proposed public housing development at Pak Tin Estate. In compliance with the Outline Zoning Plan, the Buildings Ordinance/regulations, the planning guidelines and TPB's approval, the site utilisation of Pak Tin Estate public housing development has been optimised. Other ancillary and welfare facilities, including a day care centre for the elderly (about 670 square metres (m²)), a centre for children and youth (about 500 m²), a welfare dental clinic (about 140 m²), and a residential care home for the elderly (about 760 m²) will be provided as part of the public housing development above the PTI.

FINANCIAL IMPLICATIONS

8. We estimate the capital cost of the project to be \$108.2 million in MOD prices (please see paragraph 9 below), broken down as follows –

		\$ million	
(a)	Construction of covered PTI	74.0	
	(i) roadworks	10.2	
	(ii) drainage works	6.5	
	(iii) public lighting, fire services, ventilation and E&M works ³	42.0	
	(iv) other associated works (including finishing and fittings)	14.3	
	(v) environmental mitigation measures	1.0	
(b)	On-cost payable to HA ⁴	9.3	
(c)	Contingencies	8.3	
	Sub-total	91.6	(in September 2015 prices)
(d)	Provision for price adjustment	16.6	
	Total	108.2	(in MOD prices)

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³ Including the provision of mechanical ventilation which comprises fans and air ductworks. The ventilation system consists of supply air and exhaust air sides. For the supply air side, fresh air from the ambient background will be introduced and supplied to the low level of the PTI through the air ducts and fans. For the exhaust air side, exhaust points will be located at the high level of the PTI, air will be exhausted through the exhaust ducts and fans.

⁴ This is the estimated cost (an assumed rate of 12.5% of the estimated construction cost) to be charged by HA for the design and construction of the project.

9. Subject to funding approval, we will phase the expenditure as follows –

Year	\$ million (Sept 2015)	Price adjustment factor	\$ million (MOD)
2016 – 2017	3.9	1.05875	4.1
2017 – 2018	31.9	1.12228	35.8
2018 – 2019	36.2	1.18961	43.1
2019 – 2020	15.3	1.26099	19.3
2020 – 2021	1.8	1.32719	2.4
2021 – 2022	2.5	1.39355	3.5
	<hr/> 91.6 <hr/>		<hr/> 108.2 <hr/>

10. We have derived the MOD estimates on the basis of the Government's latest set of assumptions on the trend rate of change in the prices of public sector building and construction output for the period 2016 to 2022. Subject to funding approval, HA will deliver the proposed works under a lump sum contract. The contract will provide for price adjustments.

11. We estimate the annual recurrent expenditure arising from the proposed works to be about \$2.6 million.

PUBLIC CONSULTATION

12. We consulted the Housing Affairs Committee of the Sham Shui Po District Council on the proposed public housing development including the construction of the proposed PTI on 11 October 2012. Members had no objection to the proposal.

13. We consulted the Legislative Council Panel on Housing on the proposed works on 1 June 2015. Members supported submitting the funding proposal to the Public Works Subcommittee for consideration.

ENVIRONMENTAL IMPLICATIONS

14. The project is not a designated project under the Environmental Impact Assessment Ordinance (Cap. 499). We have completed the Preliminary Environmental Review (PER) for the project. The proposed PTI will be covered to mitigate noise impacts to the noise sensitive receivers in the vicinity as recommended in the PER. The PER has concluded and the Director of Environmental Protection agreed that the project would not have any long-term environmental impacts.

15. HA will incorporate into the relevant works contracts the mitigation measures recommended in the PER to control environmental impacts arising from the construction works to within established standards and guidelines. These measures include the use of silencers, mufflers, acoustic lining or shields for noisy construction activities, frequent cleaning and watering of the site. We have included in the project estimate the cost for the implementation of the environmental mitigation measures.

16. HA will require the contractor to reuse inert construction waste (e.g. excavated soil) on site or in other suitable construction sites as far as possible, in order to minimise the disposal of inert construction waste at public fill reception facilities⁵. HA will encourage the contractor to maximise the use of recycled or recyclable inert construction waste, and the use of non-timber formwork to further reduce the generation of construction waste.

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⁵ Public Fill Reception Facilities are specified in Schedule 4 of the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Disposal of inert construction waste in public fill reception facilities requires a license issued by the Director of Civil Engineering and Development.

17. HA will also require the contractor to submit for approval a plan setting out the waste management measures, which will include appropriate mitigation means to avoid, reduce, reuse and recycle inert construction waste. HA will ensure the day-to-day operations on site comply with the approved plan. HA will require the contractor to separate the inert portion from non-inert construction waste on site for disposal at appropriate facilities. HA will control the disposal of inert construction waste and non-inert construction waste at public fill reception facilities and landfills respectively through a trip-ticket system.

18. We estimate that the project will generate in total 4 500 tonnes of construction waste. Of these, HA will reuse 900 tonnes (20%) of inert construction waste on site and deliver 3 240 tonnes (72%) of inert construction waste to public fill reception facilities for subsequent reuse. HA will dispose of the remaining 360 tonnes (8%) of non-inert construction waste at landfills. The total cost for accommodating construction waste at public fill reception facilities and landfill sites is estimated to be \$132,500 for this project (based on a unit charge rate of \$27 per tonne for disposal at public fill reception facilities and \$125 per tonne at landfills as stipulated in the Waste Disposal (Charges for Disposal of Construction Waste) Regulation.

HERITAGE IMPLICATIONS

19. The project will not affect any heritage site, i.e. all declared monuments, proposed monuments, graded historic sites or buildings, sites of archaeological interest and government historic sites identified by the Antiquities and Monuments Office.

LAND ACQUISITION

20. The project does not require any land acquisition.

BACKGROUND INFORMATION

21. We upgraded **83TI** to Cat B in September 2014. We have completed the detailed project design in November 2015.

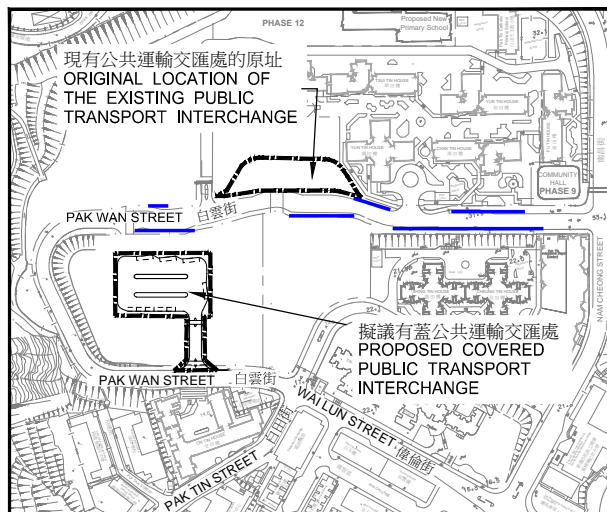
22. There are four trees within the project boundary. All of them are not important trees⁶. The project will involve felling of these four trees to allow for vehicular ingress/egress construction and to fulfil the drivers' sight line requirements. We will incorporate planting of four trees as part of the proposed works.

23. We estimate that the proposed works will create about 40 jobs (30 for labourers and another 10 for professional/technical staff) providing a total employment of 1 280 man-months.

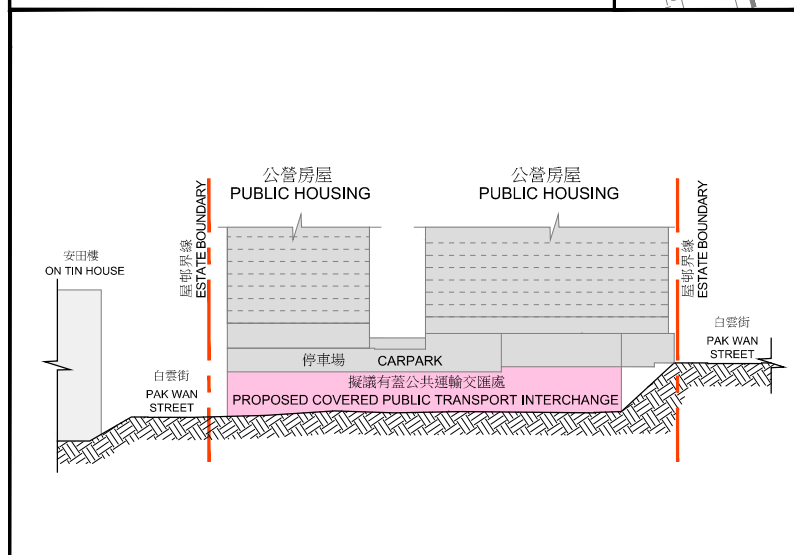
**Transport and Housing Bureau
February 2016**

⁶ "Important trees" refer to trees on the Register of Old and Valuable Trees, or any other trees that meet one or more of the following criteria –

- (a) trees of 100 years old or above;
- (b) trees of cultural, historical or memorable significance e.g. Fung Shui trees, trees as landmark of monastery or heritage monument, and trees in memory of an important person or event;
- (c) trees of precious or rare species;
- (d) trees of outstanding form (taking account of overall tree sizes, shape and any special features) e.g. trees with curtain like aerial roots, trees growing in unusual habitat; or
- (e) trees with trunk diameter equal or exceeding 1.0 metre (m) (measured at 1.3 m above ground level), or with height/canopy spread equal or exceeding 25 m.

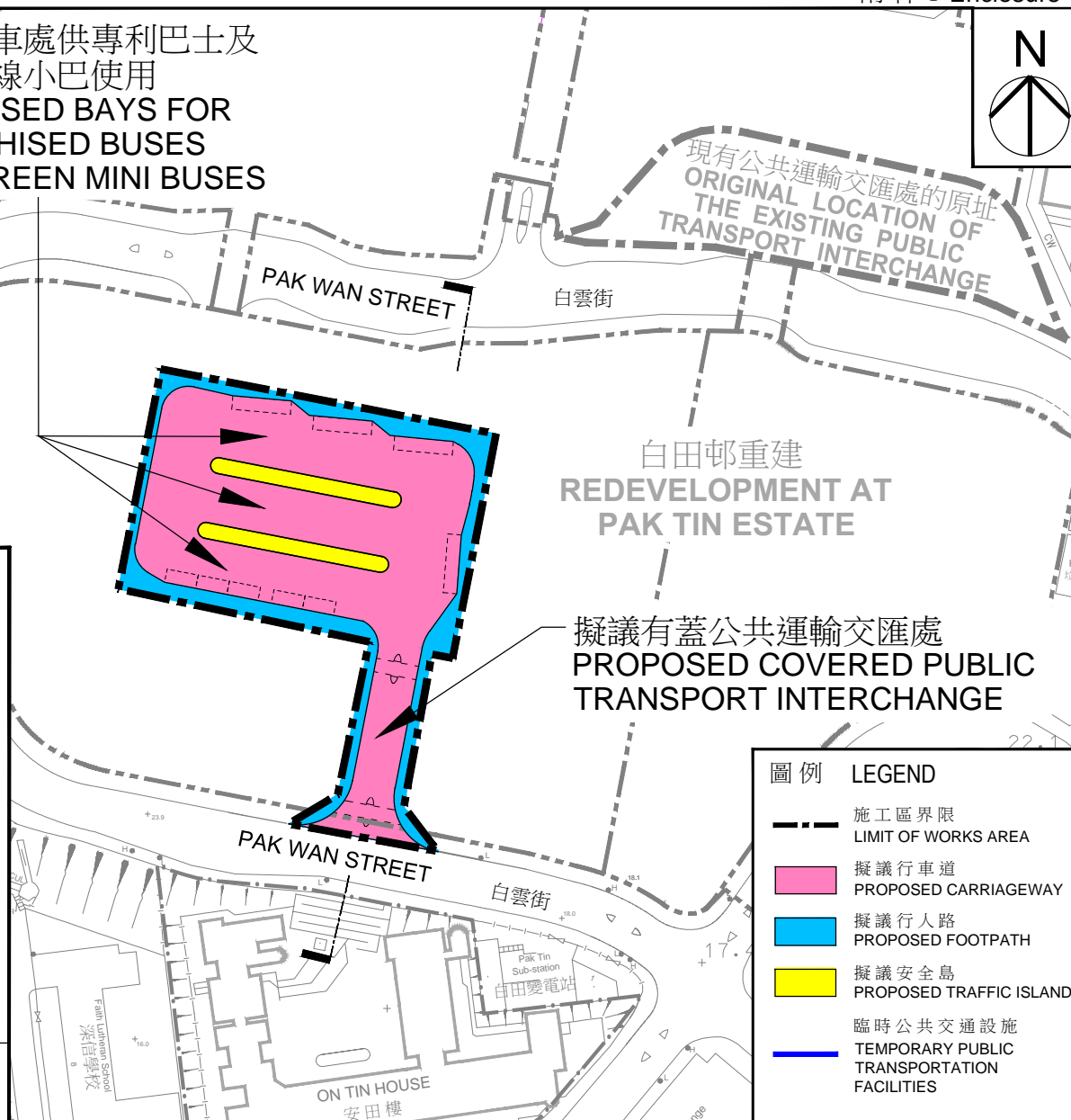


索引圖 KEY PLAN
比例 SCALE 1 : 6000



剖面圖 SECTION
比例 SCALE 1 : 1500

擬議停車處供專利巴士及
綠色專線小巴使用
PROPOSED BAYS FOR
FRANCHISED BUSES
AND GREEN MINI BUSES



- 圖例 LEGEND
- 施工區界限
LIMIT OF WORKS AREA
 - 粉紅色 擬議行車道
PROPOSED CARRIAGEWAY
 - 藍色 擬議行人路
PROPOSED FOOTPATH
 - 黃色 擬議安全島
PROPOSED TRAFFIC ISLAND
 - 臨時公共交通設施
TEMPORARY PUBLIC
TRANSPORTATION
FACILITIES

工務計劃項目編號 83TI
深水埗白雲街公共運輸交匯處
PUBLIC WORKS PROGRAMME ITEM NO. 83TI
PUBLIC TRANSPORT INTERCHANGE AT PAK WAN STREET, SHAM SHUI PO

工地平面圖
SITE PLAN

比例 SCALE : 1:1500



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構思圖
Artist's Impression
Drawing